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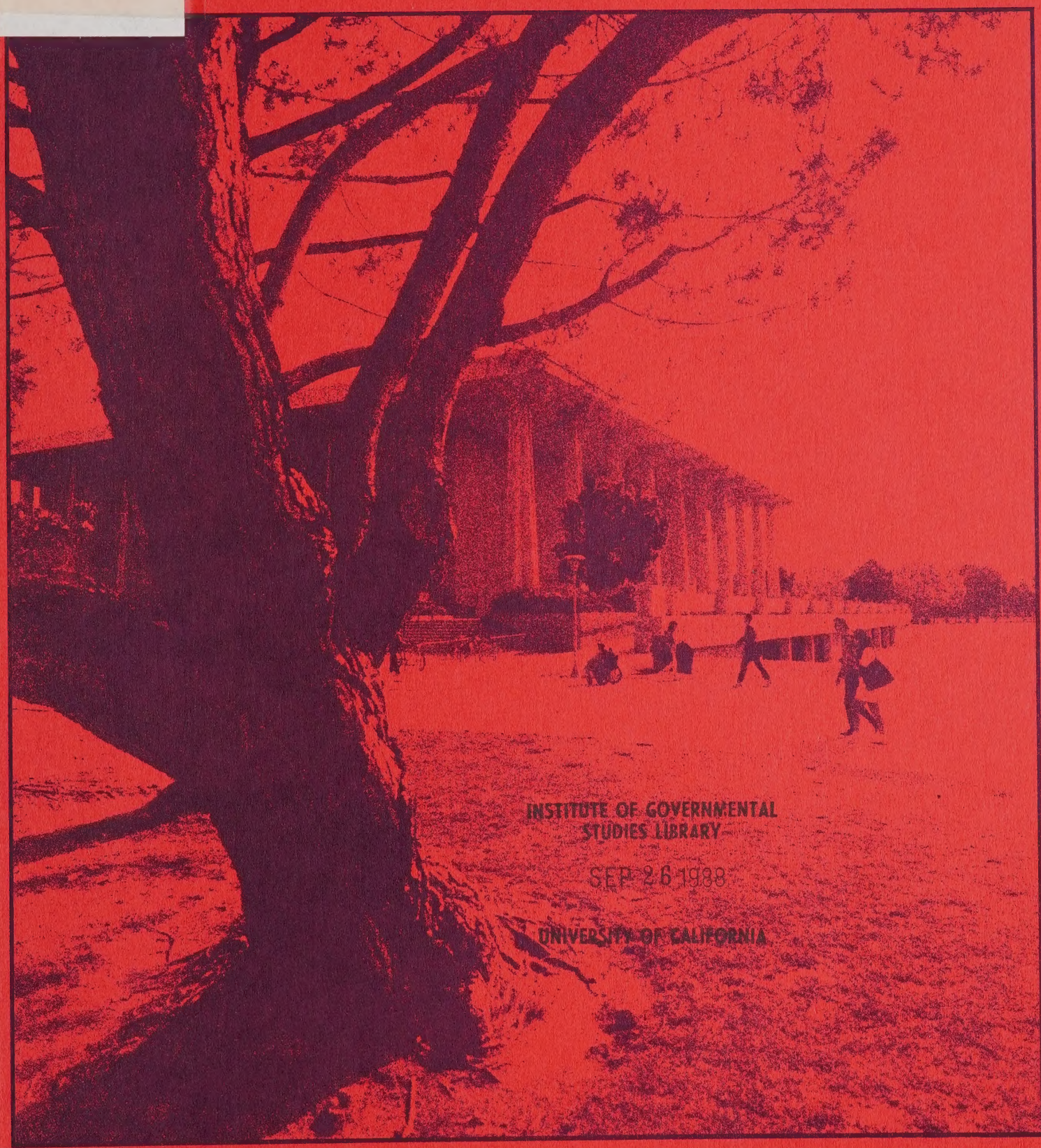

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NORTHRIDGE COMMUNITY PLAN

A PART OF THE GENERAL PLAN / ZONING CONSISTENCY PROGRAM OF THE CITY OF LOS ANGELES

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NORTHRIDGE COMMUNITY PLAN

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*This Document is a reformat of the Community Plan as it formerly appeared in the Broadside format. The Maps reflect the Broadside subsequently amended by the General Plan Consistency Program (AB283), Periodic Plan Review and any other amendments. The Text is essentially the same as the originally adopted Plan.

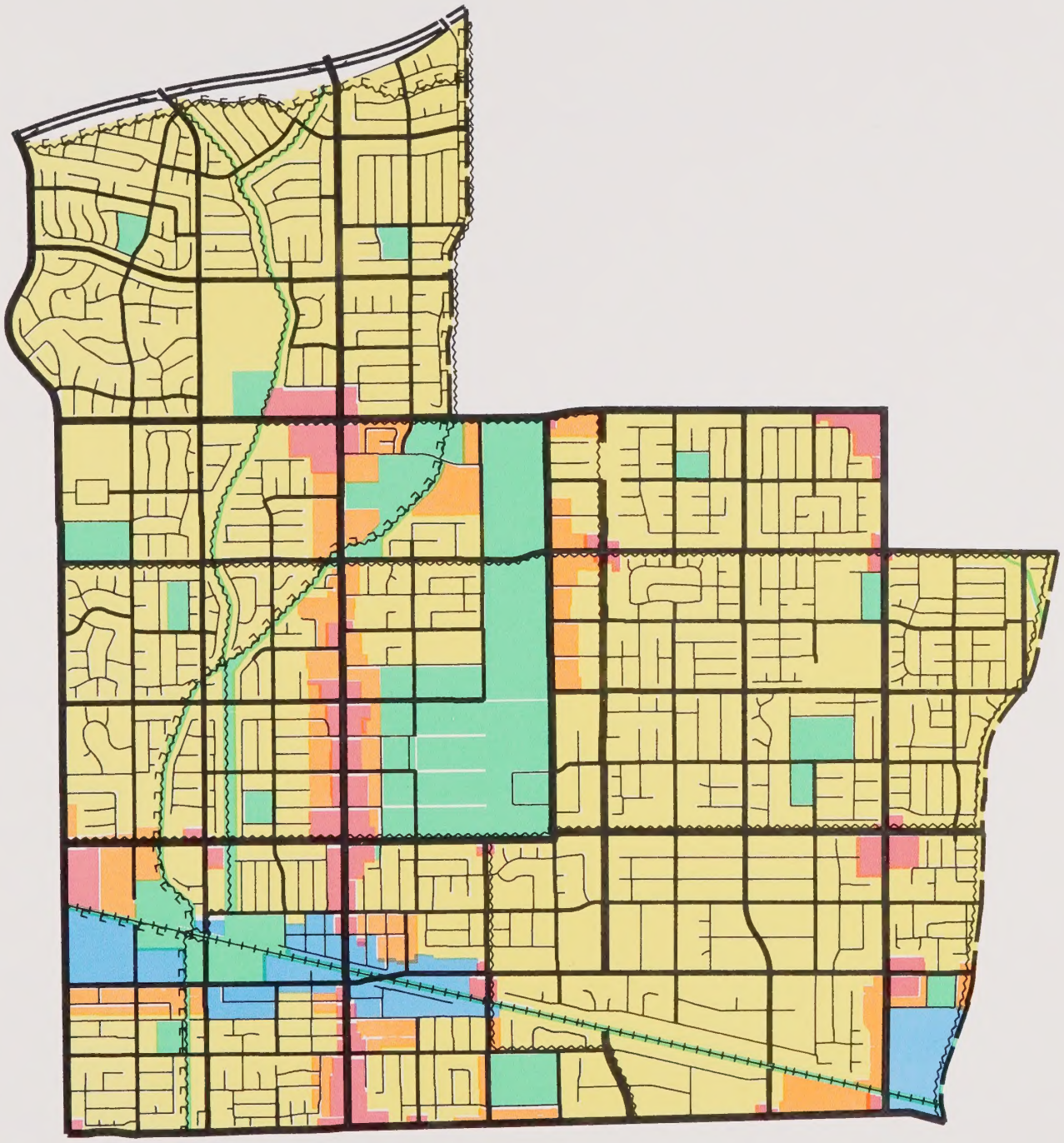
PLAN AMENDMENTS DATE LOG* **NORTHRIDGE COMMUNITY PLAN**

Adopted by City Council
C.F. 74-3043 & S, S-2
February 11, 1975

Subsequent Amendments Adopted by City Council

Date	Title	Council File
7-21-80	NE CORNER OF LOUISE AND ROSCOE 1	78-105
12-15-80	OFF CAMPUS HOUSING	74-3042 S2
6-25-81	80 ACRES E/O WILBUR	74-3042
2-9-82	COMMUNITY COLLEGE PROPERTY	74-3042- S4-A
5-25-83	NE CORNER OF LOUISE AND ROSCOE 2	74-3042
4-8-86	LASSEN AND WHITE OAK	83-1701,85-01S4, & 85-0622
1-6-87	AB283 GENERAL PLAN CONSISTENCY PROGRAM	86-2004
7-28-87	CPC 86-631ZC/GPA 18419-29 NAPA	87-0333 S8
11-24-87	CPC 86-644ZC/GPA 9875 WHITE OAK	87-0222 S9
1-5-88	AB283 INDUSTRIAL/RESIDENTIAL-NORTH VALLEY	87-0592

*For your convenience we have provided this space to record updated plan amendments as they are adopted by City Council.



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NORTHRIDGE GENERALIZED LAND USE

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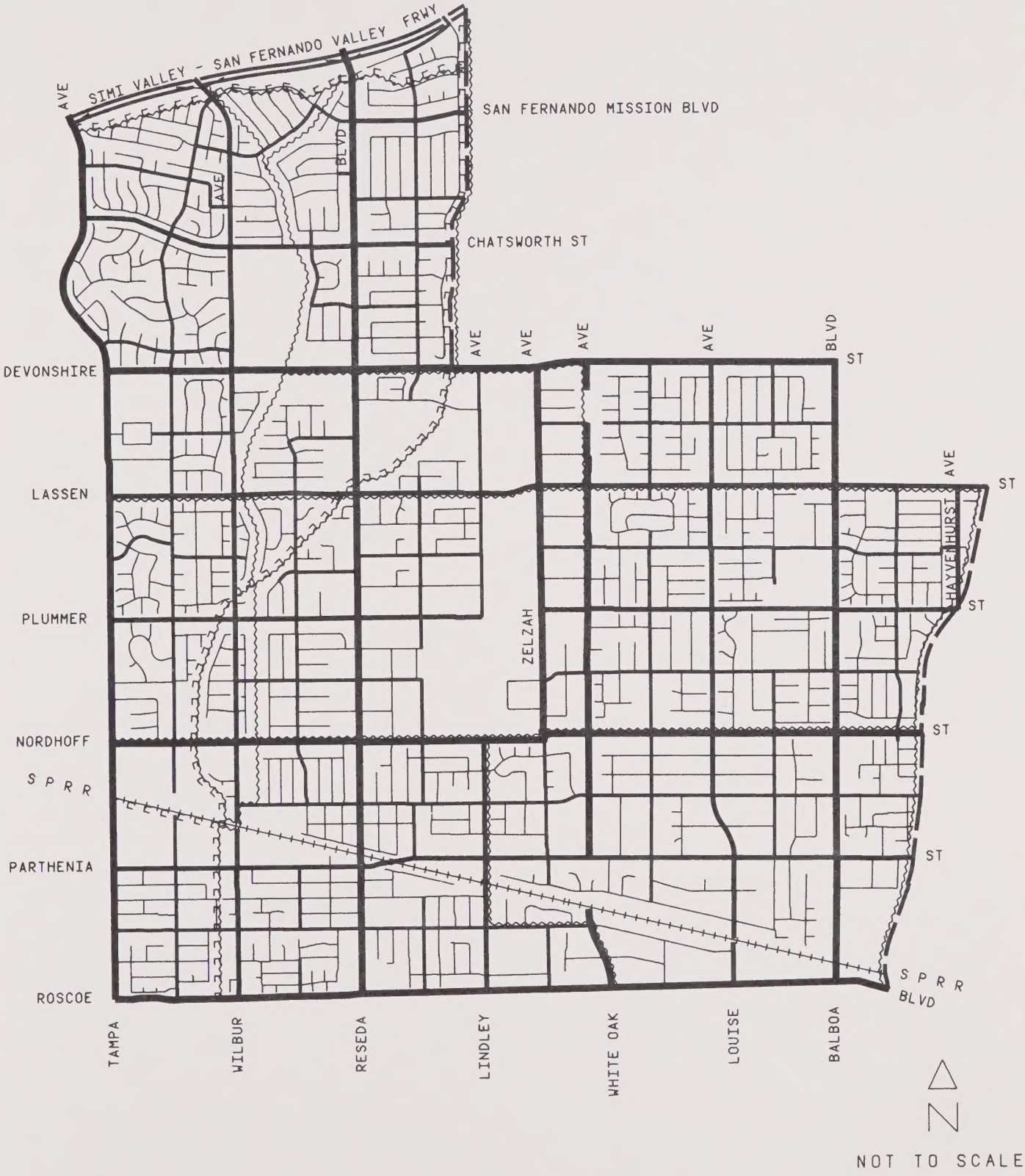

NORTHRIDGE GENERALIZED CIRCULATION

Purposes

USE OF THE PLAN

The purpose of the Northridge Community Plan is to provide an official guide to the future development of the Community for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies, residents, property owners, and businessmen of the Community; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation,and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

The Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered.

The Plan is not an official zone map and while it is a guide it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to review and amendment within five years to reflect changes in circumstances.

Objectives of the Plan

1. To coordinate the development of Northridge with that of other parts of the City of Los Angeles and the metropolitan Area.

2. To designate lands in quantities, at densities, and at appropriate locations for the various private uses; and to designate the need for public facilities and their general locations as required to accommodate population and activities projected to the year 1990.

3. To make provision for housing as is required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

   To encourage the preservation and enhancement of the varied and distinctive residential character of the Community.

4. To promote economic well-being and public convenience through:

   a. allocating and distributing commercial lands and related off-street parking for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.

   b. designating land for industrial development that can be so used without detriment to adjacent uses of other types, and imposing restriction on the types and intensities of industrial uses as are necessary to this purpose.

5. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.

6. To make provision for a circulation system coordinated with land use and densities and adequate to accommodate traffic safely; and to encourage the expansion and improvement of public transportation service.

7. To assist in coordinating the development of the California State University Northridge campus and related facilities with the community, and to assure their compatibility.

8. To improve public health and safety including a reduction of crime and the fear of crime, as well as the visual environment of the Community, through the development and application of appropriate design criteria and controls.

Policies

The Northridge Community Plan in concert with Plans for adjoining communities has been designed to accommodate the anticipated growth in population and employment of the West San Fernando Valley to the Year 1990. This Plan and plans for nearby communities do not seek to promote nor to hinder growth; rather they accept the likelihood that growth will take place and must be provided for.

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space lands, and the preservation and strengthening of the Northridge Community Business District (Reseda Boulevard and Nordhoff Street).

LAND USE

Housing

Standards and Criteria:

Property in residential zones permitting densities in excess of those designated on the Plan shall be reclassified to more appropriate zones.

To the extent feasible new single-family subdivisions in areas adjoining highways shall be designed with lots siding or backing onto the highway, or designed with frontage on a service or frontage road. Local street patterns designed to discourage through traffic should be encouraged wherever practical.

Medium density residential areas will be encouraged around the Northridge Business District. Frontage roads shall be encouraged along highways.

Apartments should be soundproofed, and be provided with adequate open space and usable recreation areas.

The "cluster concept" and the Residential Planned Development District is encouraged for new residential development in specific areas designated on the Plan in order to provide an additional variety of life style, more recreation and open space and associated amenities. This, however, shall not preclude development by conventional subdivision. The "cluster concept" is defined as the grouping of residential structures on portions of the site while improving the remainder in a park like setting.

Density patterns indicated on the Plan Map may be adjusted to facilitate cluster developments provided that the total number of dwelling units indicated in any development is not increased.

"Medium Density Housing designated by the Plan Map along the east side of Zelzah Avenue north of Plummer Street is intended to provide the opportunity for development of University-Related Housing including fraternity and sorority houses on a portion of the area. Fraternity and sorority houses should be restricted to this designated portion so that they will be properly buffered from adjacent single-family residential areas.

No new conditional use permits for fraternities and sororities shall be approved east of a line approximately 240 feet east of Zelzah Avenue.

It is the intent of this Plan to permit parking, landscape buffering, and/or other amenities on an approximately 120-foot strip adjacent to, and east of, the area designated Medium density between Superior and Fullerfarm Streets only where such use is found to mitigate the impact of Medium density development on adjacent properties. This 120-foot wide area may be included in the change approval. Other conditions also should be considered to mitigate the impacts associated with University-Related Housing such as noise and traffic. Upon approval of conditional use permits for fraternity and sorority houses, these same impacts and conditions should be given special emphasis.

No property within the area bounded by Zelzah Avenue, Fullerfarm Street, White Oak Avenue, and Plummer Street which is designated on the Plan Map as "Medium Density Housing" shall be subdivided for condominium, stock cooperative, community apartment, or any similar purpose."

Features:

The Plan proposes that the low-density residential character of Northridge be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of uses by landscaping and other buffering devices. In this interest, the low density classification (3+ to 7 dwelling units per acre) has been split into Low I (3+ to 5) and Low II (5+ to 7). The Low I classification excludes multiple dwelling units (see Table following).

PROPOSED RESIDENTIAL DENSITY CATEGORIES AND CAPACITIES

Residential Density	Dwelling Units Per Gross Acre*	Gross Acres	Percent of Resid. Land	Pop. Capacity	Percent of Pop. Capacity
Minimum	0. 5+ to 1	- -	- -	- -	
Very-Low I	1+ to 2	1, 760	36%	12, 000	18
Very-Low II	2+ to 3	1, 174	24%	11, 000	16
Low I	3+ to 5	1, 313	27%	18, 000	26
Low II	5+ to 7	233	5%	2, 800	4
Low-Med I	7+ to 12	106	2%	3, 300	5
Low-Med II	12+ to 24	83	2%	4, 000	6
Medium	24+ to 40	213	4%	17, 000	25
TOTALS		4, 882	100%	68, 100	100. 0%

*Gross Acreages includes streets

Housing should be made available to all persons regardless of age, social, economic, or ethnic background. Provision should be made to meet the housing needs of moderate and low income families. Consideration should be given to senior citizen developments in locations convenient to shopping, proposed recreation facilities and transportation. Further development should provide appropriate clustering, open space, transitions, and buffers.

Commerce

Standards and Criteria:

The commercial land (not including associated parking) designated by this Plan to serve suburban residential areas are adequate in quantity to meet the needs of the projected population to the year 1990, as computed by the following standards:

a. 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience type commercial areas;

b. 0.2 acres per 1,000 residents for commercial use for community shopping and business districts, including service uses and specialized commercial uses.

The Plan recommends clustering of Neighborhood and Community commercial activity to provide maximum convenience, with minimum disturbance to residential neighborhoods.

In general, off-street parking should be provided at a ratio of not less than two square feet for each square foot of commercial floor area for each Community and Neighborhood shopping area as specified on the Plan Map, and at a ratio of not less than one square foot for each square foot of floor area for Highway Oriented commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid wall and/or landscaped setback to attenuate noise and preserve adjoining residential neighborhoods as separate and distinct areas.

Commercial buildings in areas designated for Highway Oriented, Neighborhood and Limited Commercial should be restricted to three stories or 45 feet in height to insure maximum compatibility with adjoining residential uses.

Features;
The Plan provides approximately 190 acres of commercial and related parking use.

The dominant shopping facility influencing the Northridge area is the 110 acre shopping center (Northridge Fashion Center) located west of Tampa Avenue between Nordhoff and Plummer Streets, just outside of the community boundary. This automobile-oriented complex contains a variety of department stores and specialty shops.

The Northridge Community Business District, consisting of approximately 60 acres located along Reseda Boulevard near the intersection of Nordhoff Street, serves as the focal point for shopping, civic and social activities in the community. The Business District contains professional offices, shopping and variety stores, restaurants and entertainment facilities. Medium and Low-Medium density apartments are proposed to be located nearby. A special study should be undertaken as part of the Community Business District. An outline is noted in the "Programs" section of the Plan.

Industry
Standards and Criteria:
Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations. Where possible, industrial uses should be concentrated in industrial parks.

Parking for general industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor area, but not less than three stalls for each four employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area but not less than one stall for each employee on the main shift. On-street parking should be prohibited in industrial areas. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers, and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback.

Within Limited and Light industrial areas the height of industrial buildings shall be restricted to three stories or 45 feet.

Features:
The Plan designates approximately 200 acres of land for industrial uses.

To preserve this valuable land resource from the intrusion of other uses and insure its development with high quality industrial uses in keeping with the urban residential character of the Community, the Plan proposes classifying all undeveloped industrial land, as well as all industrial land used for industrial purposes, in restricted industrial zoning categories, such as the MR Zones.

CIRCULATION

Highways
Standards and Criteria:
Highway and Local Streets shown on this Plan shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

Design characteristics which might facilitate street identity such as curves, changes in direction and topographical difference, should be designed and improved in harmony with adjacent development and to facilitate driver and passenger orientation. Whenever feasible street development should preserve existing trees.

A portion of the Simi Valley-San Fernando Valley Freeway (Route 118) extending through the community has been designated as a Scenic Highway on the Plan westerly of Aliso Canyon Wash. It is similarly designated on the State's scenic highway plan from the Simi Valley to De Soto Avenue in the Chatsworth community. Scenic corridor protection standards to appropriately control development up to one-half mile to either side of the Freeway should be developed by the City. Authorization of all uses should be through conditional use or "Q" (qualified) procedures as appropriate.

Adequate highway improvements shall be assured prior to the approval of zoning permitting intensification of land use, in order to avoid congestion and assure proper development.

Any additional improvements to White Oak Avenue between Devonshire Street and Roscoe Boulevard shall be limited to 44 feet in width between curbs.

Louise Avenue should not be improved across the Southern Pacific railroad tracks unless White Oak Avenue has been connected across the tracks and the

capacity of White Oak Avenue and Balboa Boulevard is found to be inadequate by the City Council. However, Louise Avenue should remain on the Plan as a Secondary Highway to protect right-of-way needs beyond the life of the Plan.

The option for a future possible extension of Plummer Street through the University should be retained. While the Plan does not indicate Plummer Street as a Secondary Highway through the University, it is the City's intent that the present agreement with the State College Board of Trustees be maintained so that an adequate potential right-of-way can be preserved and that no structures will be developed on the University that would preclude a street extension if necessary.

Features:
The Plan incorporates the Highways and Freeways Element of the General Plan. Collector Streets are shown to assist traffic flow toward Major and Secondary Highways.

The circulation system in industrial areas should be designed to accommodate the industrial traffic and discourage disturbance to residential areas.

Bikeways: The Plan designates several bicycle routes. Some of these routes are connected with bicycle routes in other areas of the City in order to provide a network with the purpose of promoting optional use of this mode of recreation and transportation.

The feasibility of a system of bikeways throughout the City is presently under study. Routes shown on the Northridge Community Plan are therefore, subject to eventual change or modification at such time as a City-wide Bikeway Plan is adopted.

Railroads: The Plan proposes that railroad rights-of-way in the community should be landscaped to provide buffers protecting adjacent non-industrial uses. Residential subdivisions abutting railroads should be designed to provide deeper backup lots with appropriate buffering.

Public Transportation: The circulation system proposed in the Plan should be supplemented by a greatly improved public transportation system. Such an increase in the level of public transportation should be aimed at providing neighborhood and intra-valley service as well as service to other parts of Los Angeles.

The Plan designates a general Transportation Study Corridor in a north-south direction near Reseda Boulevard.

SERVICE SYSTEMS

Standards and Criteria:
The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design, and general location expressed in the Service-Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times. The Plan also stresses the need for improvement of existing public facilities and the addition of facilities to satisfy the need of both the present and projected population.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to serve the proposed development.

The Plan designates two standard types of local parks:

Neighborhood Recreational Sites-
1 acre per 1,000 residents; minimum site size 5 acres; service radius ½ mile; and
Community Recreational Site-
1 acre per 1,000 residents; minimum site size 15 acres; service radius 1½ miles

At times it will be necessary for portions of recreational sites to be used for public rights-of-ways and easements.

Features:

Recreation Sites: In accordance with the above standards, the Plan proposes nine new Neighborhood parks. A Community park is proposed near the intersection of Nordhoff Street and Balboa Boulevard; and a study to determine the feasibility of another in the Los Angeles County Flood Control Debris Basin near Wilbur Avenue and the Southern Pacific Railroad tracks is proposed. Northridge Park is proposed to be enlarged.

The Plan urges the continued improvement of park and recreational facilities so as to maximize their utility. It also proposes utilization of flood control and power line rights-of-way for open space purposes and/or hiking, bicycle and equestrian trails where appropriate.

Schools: The Plan proposes dual use of school facilities for the general public after hours and on weekends. Where practical and compatible with the primary use, school grounds should be landscaped and improved so as to facilitate after-hour recreational use. Elementary School recreational facilities would more likely be used by neighborhood children of both elementary school and pre-school ages. The more extensive facilities of Junior and Senior High Schools can be used by all age groups, including the continued use of school auditoriums for community meetings.

The Plan proposes the location of child care centers on or near school sites in order to provide for the needs of working mothers and single parent families.

Libraries: The Plan proposes the enlargement of Northridge Community library to better serve the needs of the Community. The Plan also proposes the use of the university library facilities by the general public.

Fire Stations: The several Fire Stations and the overall fire protection within the Plan boundaries are continually being evaluated and updated as fire protection techniques, apparatus needs and land use patterns change.

The Plan proposes a Task Force Station near the intersection of Reseda Boulevard and Lassen Street.

Bikeways: The Plan proposes utilization of flood control, railroads, and power line rights-of-way for open space purposes and/or hiking and bicycle trails where appropriate.

Programs

This outline of programs is intended to establish a framework for guiding development of the Northridge Community in accordance with the objectives of the Plan. In general, these programs indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

A. Circulation

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following are required:

1. Continued development of the highway and street system in conformance with existing programs.
2. Continued planning of and improvements to the public transportation system for the Community.
3. The planning of bikeways with separate lanes.
4. Continued work toward the completion of the Simi Valley-San Fernando Valley Freeway through the Community, a portion of it as a scenic highway.
5. A study of Plummer Street through the University should be undertaken by a Citizen Committee, including representatives from the California State University at Northridge, and a special City task force comprised of personnel from the Departments of City Planning, Traffic, Environmental Quality, and the Bureau of Engineering. This study should include a review of future building plans anticipated both on campus and in the nearby area, as well as an estimate of the volume of traffic to be generated from such future construction and usage of land and an evaluation of the resulting environmental impact.

B. Recreation, Parks and Open Space

Acquisition, expansion and improvement of needed local parks, throughout the Community should be accelerated, where feasible.

The City should encourage continuing efforts by County, State and Federal agencies to acquire vacant lands for publicly owned recreation and open space. Priorities should be given to:

1. Exploring the possibility of developing recreational facilities on the Los Angeles County Flood Control Debris Basin east of Vanalden Avenue north of the Southern Pacific property.
2. Establishing a system of combined school playground facilities and neighborhood parks.
3. Use of flood control channels and power line rights-of-way for recreational purposes.
4. Studies of alternate methods of financing neighborhood parks.

C. Other Public Facilities

The development of public facilities such as Fire stations, Libraries, and Schools should be sequenced and timed to provide a balance between land use and public services at all times.

Where feasible, new power lines should be placed underground and the program for the undergrounding of existing lines should be continued and expanded.

II. PRIVATE PARTICIPATION

Citizens groups are encouraged to undertake private actions for community improvements. In addition, the business community should consider adopting a program for the physical improvement and beautification of the retail commercial areas. A citizens committee of merchants, homeowners, service groups, etc., could be formed to take an active part in promoting an attractive community business district in which new businesses would desire to locate. This committee might also undertake a cleanup and beautification program concentrative on store frontages, rear entrances, parking lots, undergrounding of utility lines, and landscaping of parkways and median strips.

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.

A. Townhouse Zoning: A new zone to provide for attached single family housing, individually owned, which provide greater economy of land utilization and be suitable for proposed Low-Medium density residential areas.

B. Site and Building Design: Investigate the need for improved site and building design standards through either legislation of design standards or the requirement of site plan review. Included should be: 1) studies of the feasibility of requiring recreation space in apartment developments and service or frontage roads: 2) studies to provide physical as well as psychological barriers to prevent and deter crime and make apprehension more likely; 3) studies covering the possibility of encouraging builders to offer a range of sales prices, with a minimum price to be defined, as well as price distribution of units at various prices.

C. Buffer Strip Zoning: Separation of incompatible uses (particularly residential from industrial and freeways) by some form of buffering, preferably of a type which could also serve for recreational, parking, or other use purposes.

D. Industrial Park: Special regulations and requirements for industrial developments, including requirements for landscaped setbacks.

E. Signs: Strengthen controls on billboards and other commercial signs.

F. Off-Street Parking: Increase required parking space to the standards specified in this Plan for commercial and industrial development.

G. Highway - Oriented Commercial Zoning: Develop a new zone which would insure off-street parking facilities and/or drive-through capabilities, for certain commercial activities on major and secondary highways.

H. Limited Commercial Zoning: Develop a new restrictive and limited commercial zone for hotels, offices restaurants, and other low intensity business to be applied in locations convenient to residential areas.

I. Incentive Zoning Concepts: Provide incentives for private developers to surpass minimum requirements by including open space, recreation and other amenities within new projects.

J. Property Improvement Tax Relief: Consider revising tax laws to provide incentives to property owners to make improvements on their property, and to insure that land is only taxed for its actual use rather than potential use.

K. Scenic Corridor Regulations: Draft scenic corridor protection regulations for the Simi Valley-San Fernando Valley Freeway, including provisions for a corridor boundary. Land use, sign, and grading controls and maintenance provisions should be considered.

Building Code Revision

A. Investigate possible amendments to the City Building Code to provide for greater economy in building costs, thereby increasing opportunities for housing developments available to low and moderate income families.

B. Investigate possible amendments to require more adequate security features in building construction.

C. Consider a requirement that developers of all structures greater than two stories in height furnish geological reports so as to insure that the site is suitable for building and that the structure is designed for the appropriate earthquake hazard. Prior to applying such a requirement Citywide it is assumed that specific areas will be identified and appropriate criteria developed.

IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

A. It is the intent of the City to initiate redesignation to zones appropriate to the Plan. For example, the Northridge Community has some areas where commercial and multiple residential zoning has intruded into single-family residential areas. These areas will have to be rezoned to the designated less intensive uses if the objectives of the Plan are to be accomplished.

B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for the various zones proposed by the Plan as a proven need arises, to be phased so that the density and intensity of development will be kept in balance with the availability of street and service systems capacities.

V. FUTURE STUDIES

A. Northridge Community Business District

A Special study should be undertaken to provide more precise guidelines for the future development and improvement of this area. This study should include consideration of:

1. An architectural theme or style with which new or remodeled structures might be expected to conform.
2. Pedestrian walkways, landscaping and open space areas.
3. Size, location and type of signs.
4. Landscaping of median strip.
5. Off-street parking facilities.
6. Undergrounding of all utilities.

B. It is anticipated that adjustments may be made in the alignment of the Simi Valley-San Fernando Freeway at various locations. Land uses in these areas should be reviewed and amendments made as appropriate.

VI. CODE ENFORCEMENT

The City Code compliance program should be applied to the Northridge Community to ensure proper Maintenance of the Community's housing, commercial, and industrial supply.

NORTHRIDGE
INDEX MAP

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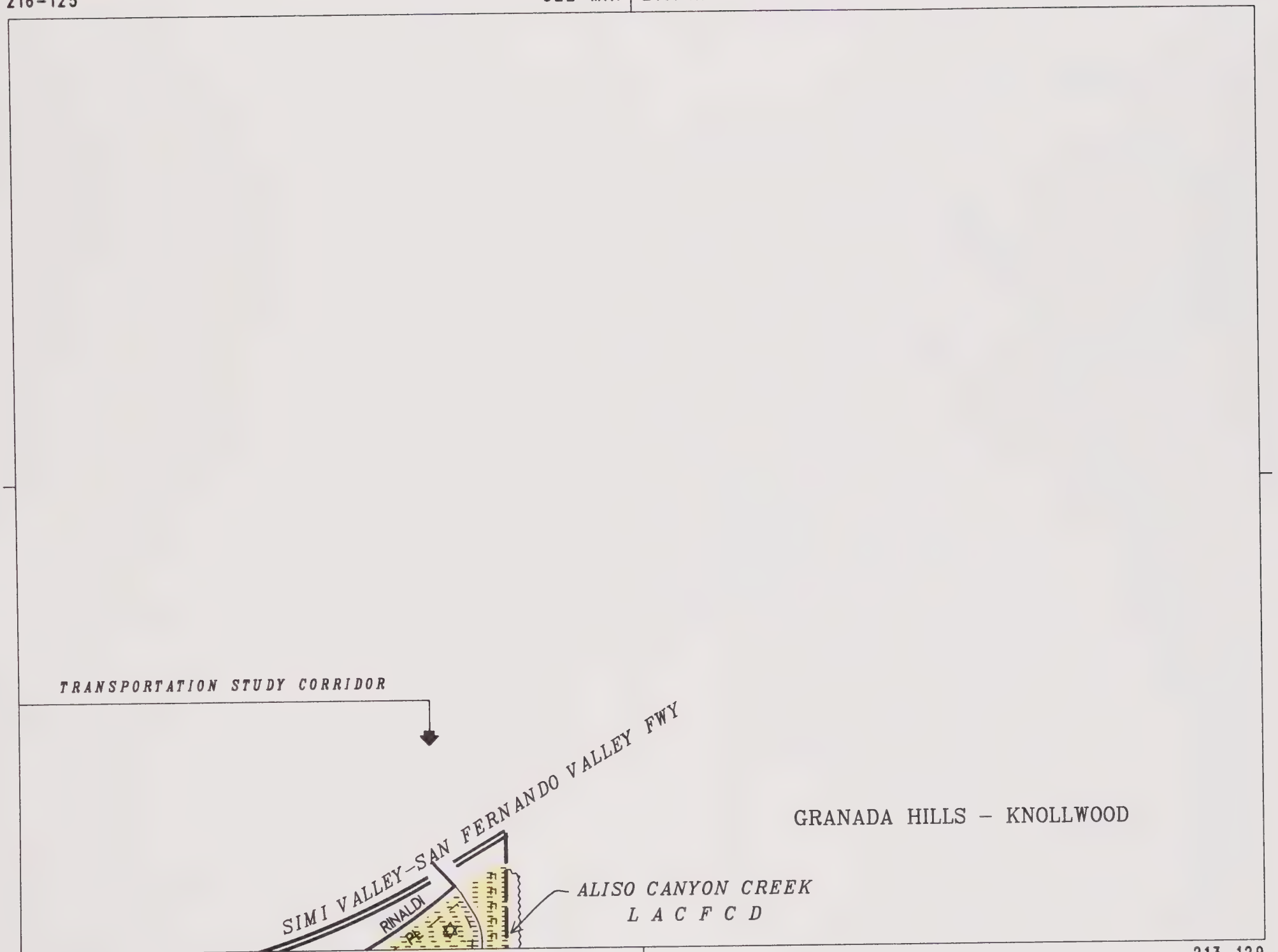
216-125

SEE MAP 219P125

216-129



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SEE MAP 207P125

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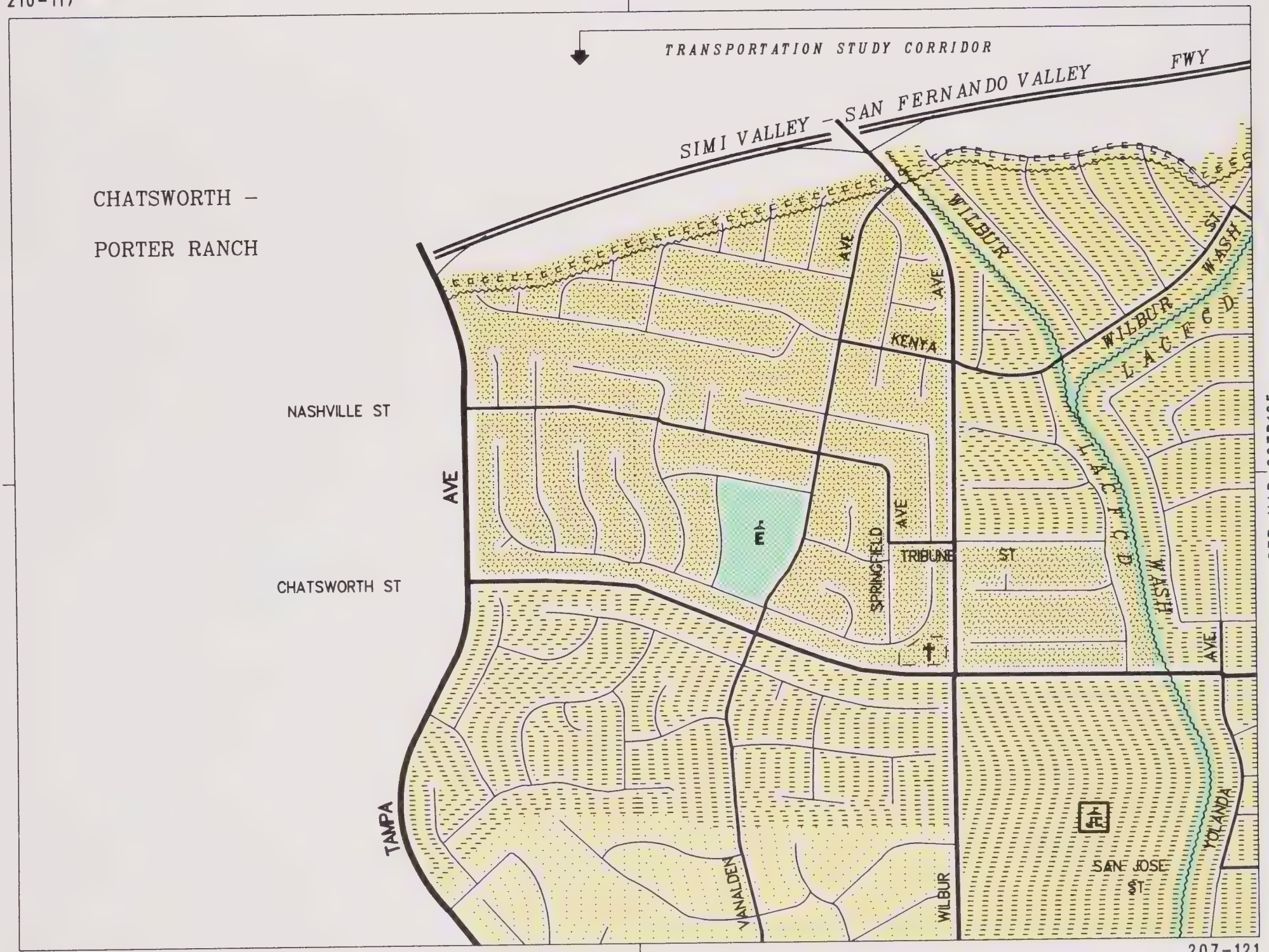
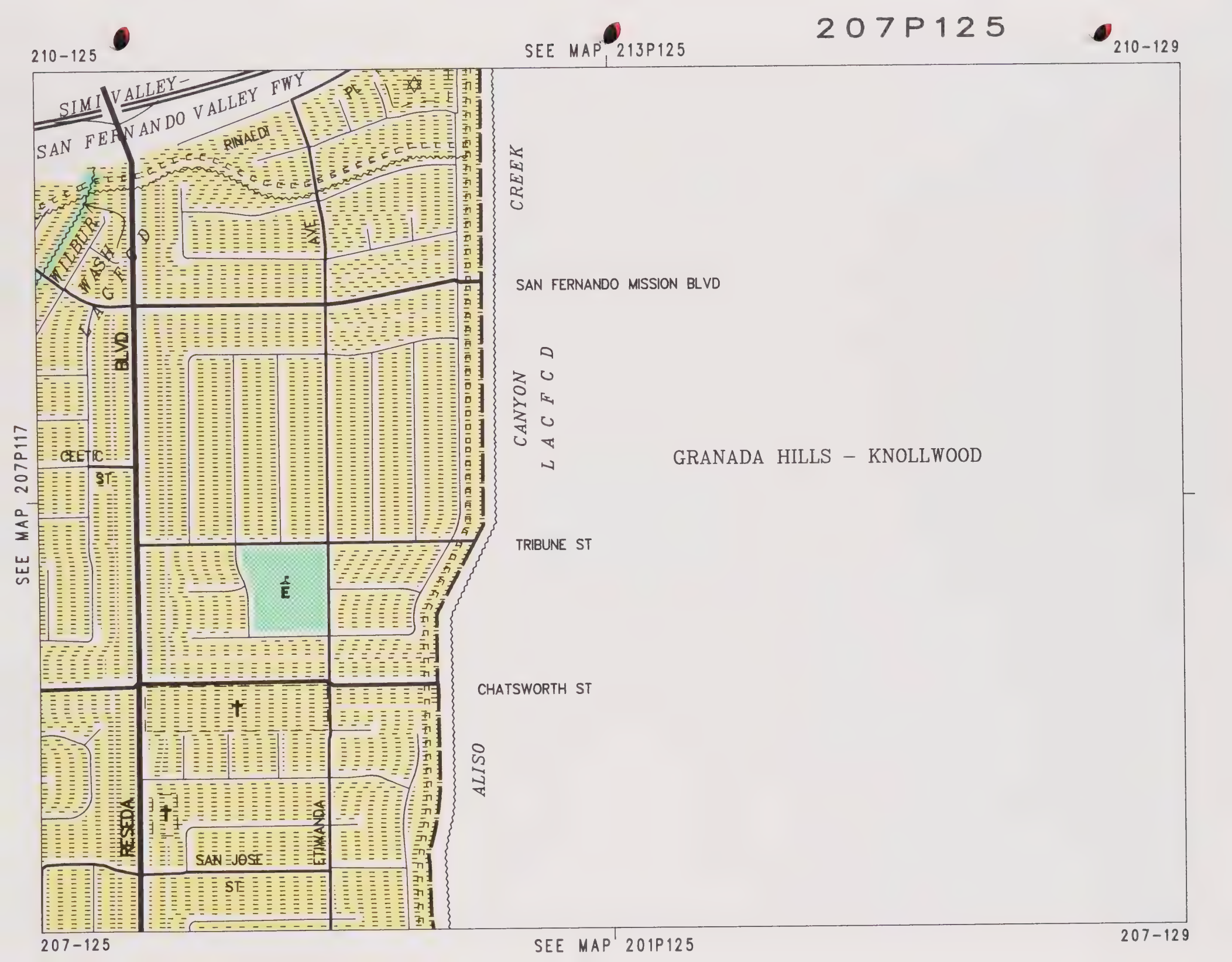


207-117

SEE MAP 201P117

207-121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SEE MAP 213P125
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SIMI VALLEY
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CREEK
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SAN FERNANDO MISSION BLVD
GRANADA HILLS - KNOLLWOOD
TRIBUNE ST
CHATSWORTH ST
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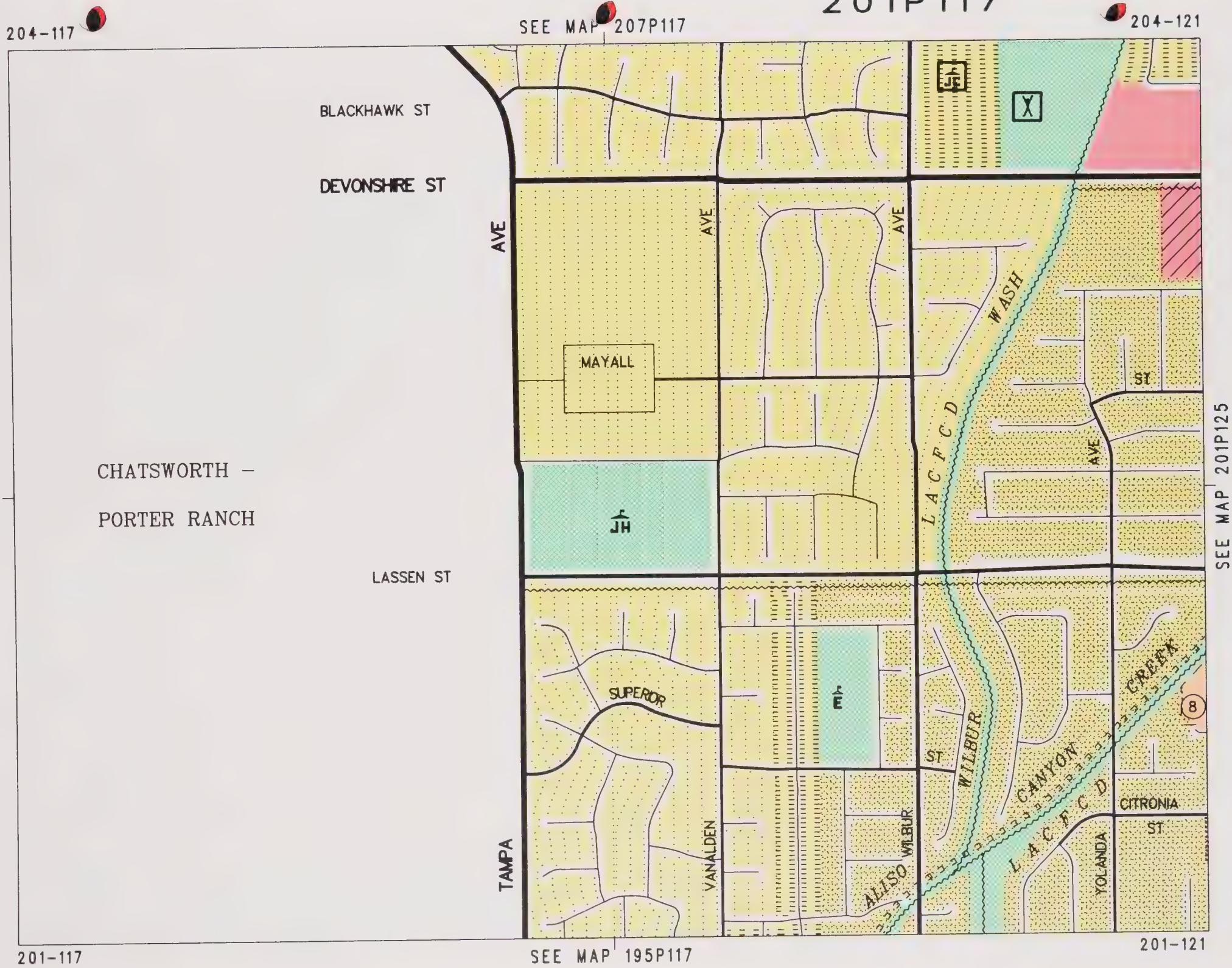
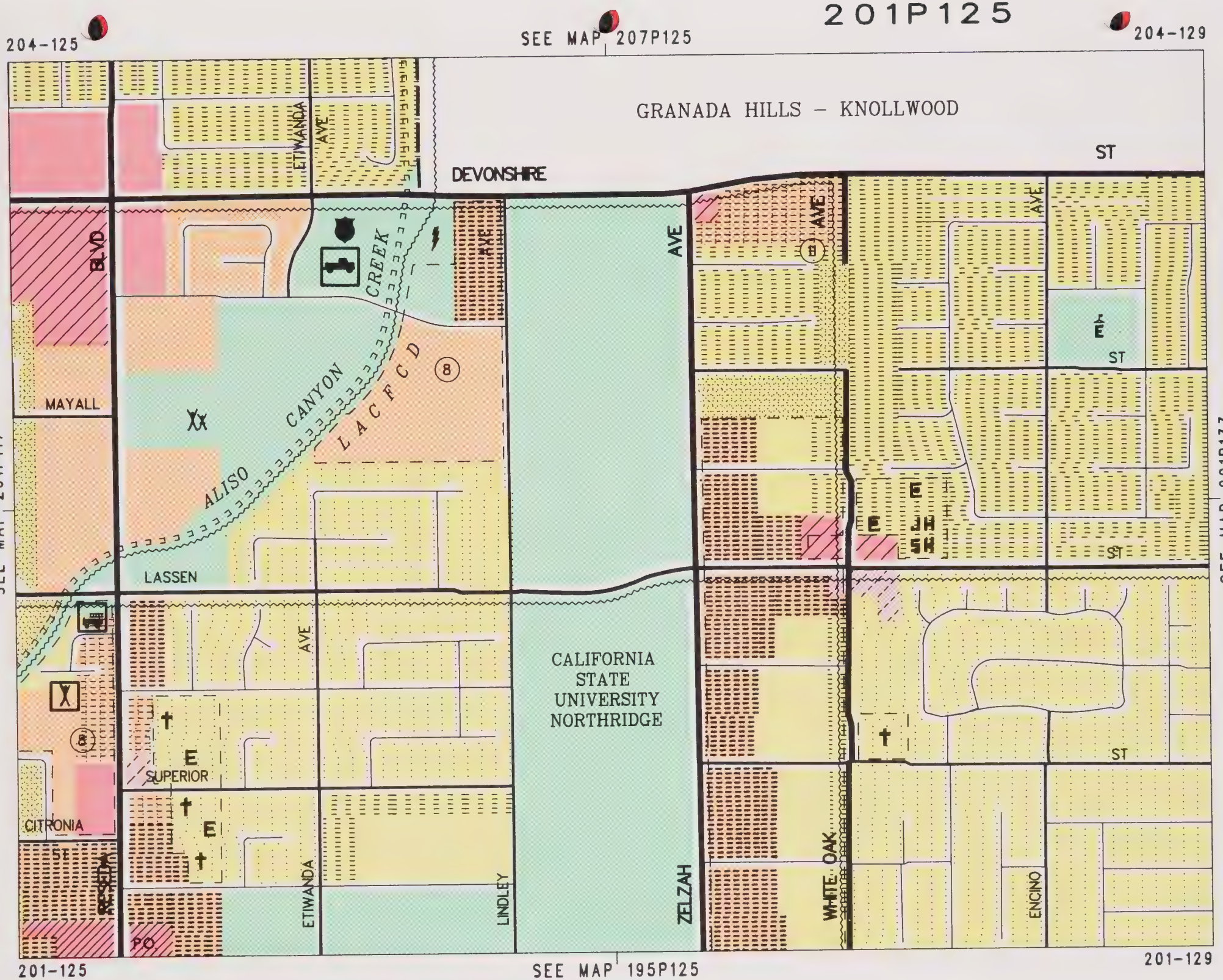
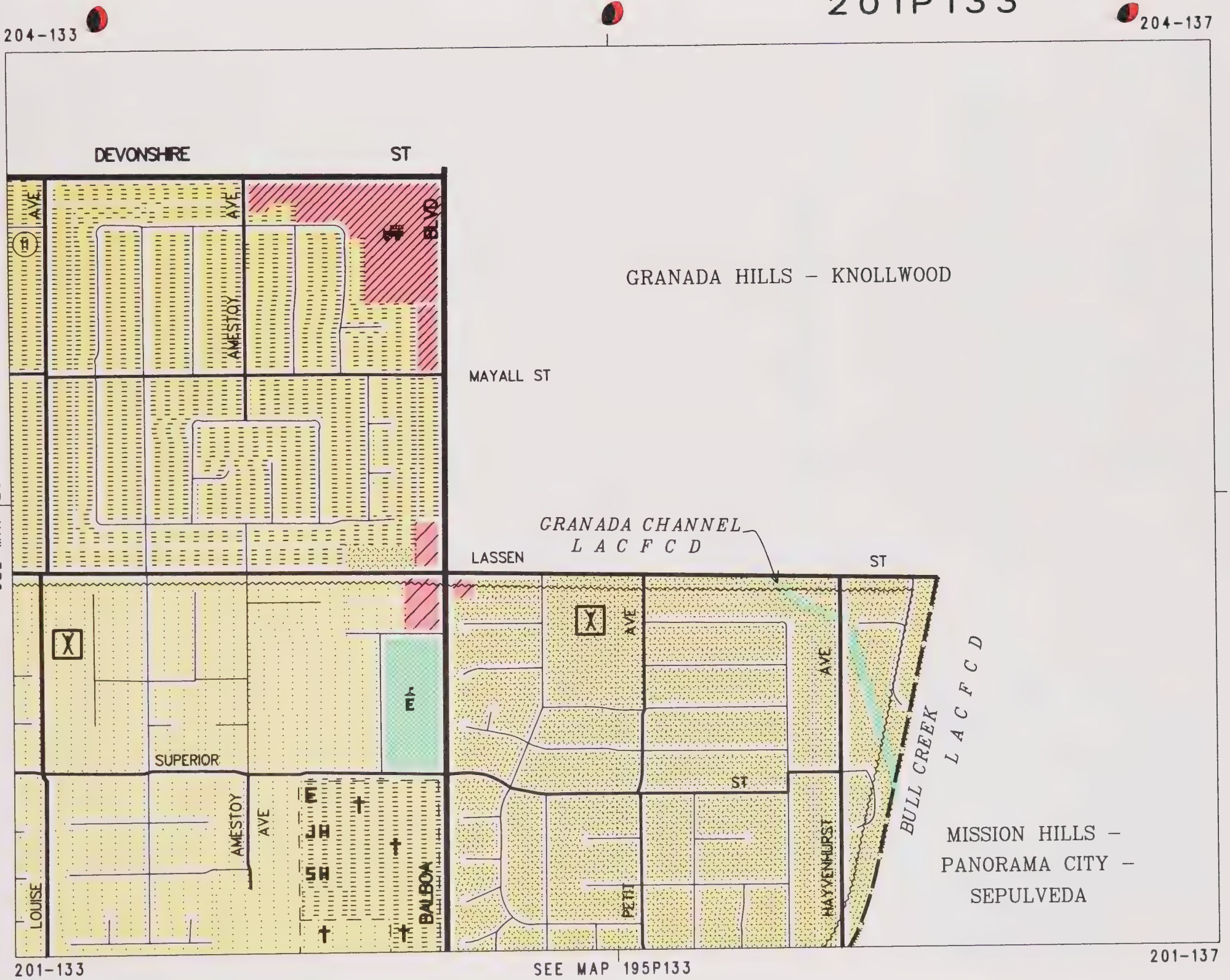
SEE MAP 201P125
207-129


201P117
204-117
SEE MAP 207P117
204-121
BLACKHAWK ST
DEVONSHIRE ST
AVE
AVE
AVE
MAYALL
CHATSWORTH –
PORTER RANCH
LASSEN ST
JH
L A C F C D
WASH
ST
AVE
SEE MAP 201P125
SUPERIOR
E
TAMPA
VANALDEN
ALISO
WILBUR
ST
WILBUR
CANYON
CREEK
L A C F C D
8
CITRONIA
ST
YOLANDA
201-117
SEE MAP 195P117
201-121


201P125
204-125
SEE MAP 207P125
204-129
GRANADA HILLS – KNOLLWOOD
DEVONSHIRE
ST
ETIWANDA AVE
BLVD
MAYALL
CREEK
CANYON
ALISO
LACFCD
AVE
LASSEN
SEE MAP 201P117
SEE MAP 201P133
CALIFORNIA STATE UNIVERSITY NORTHRIDGE
SUPERIOR
CITRONIA
ST
RESEDA
PO
ETIWANDA
LINDLEY
ZELZAH
WHITE OAK
ENCINO
JH
SH
201-125
SEE MAP 195P125
201-129

204-133

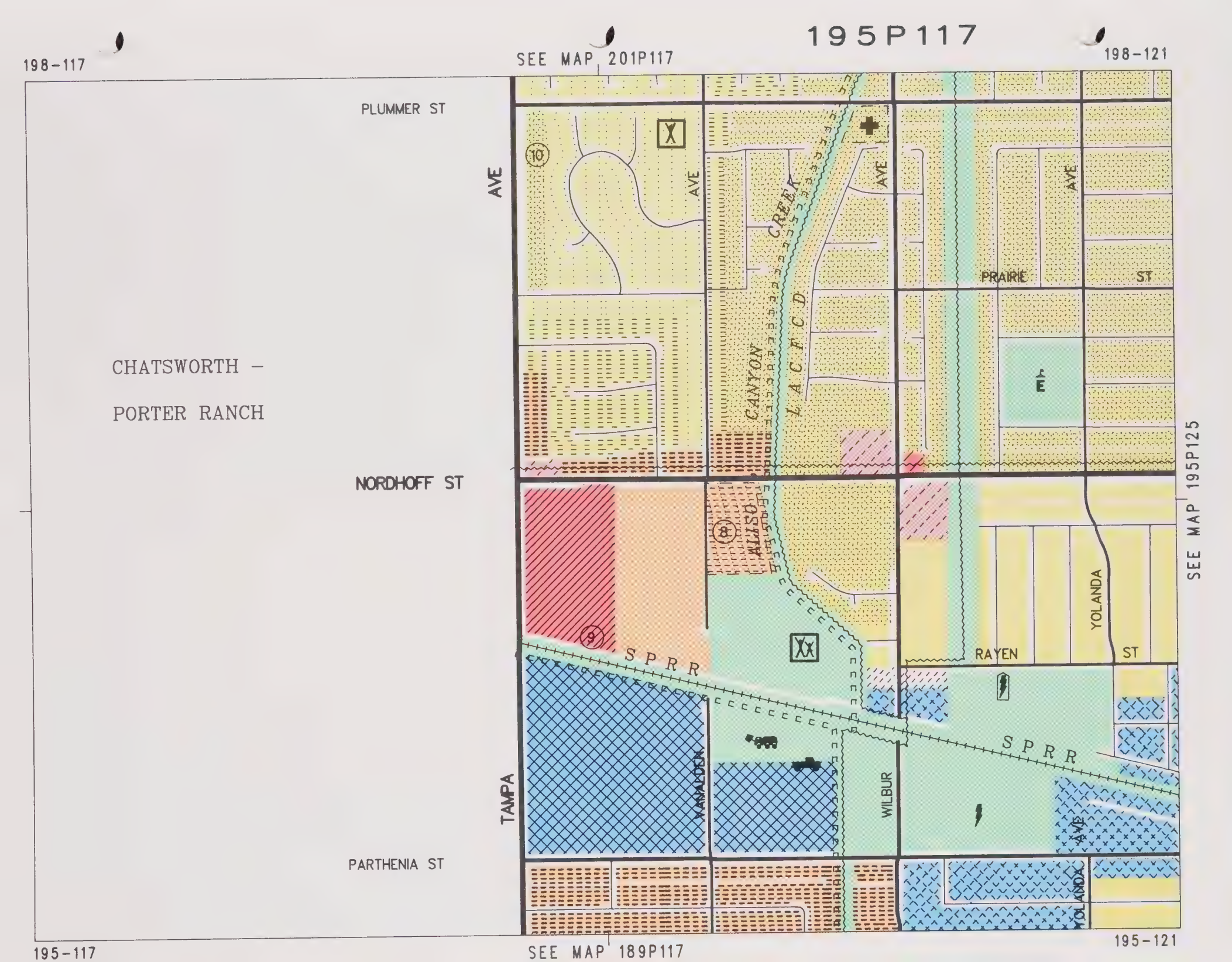
204-137

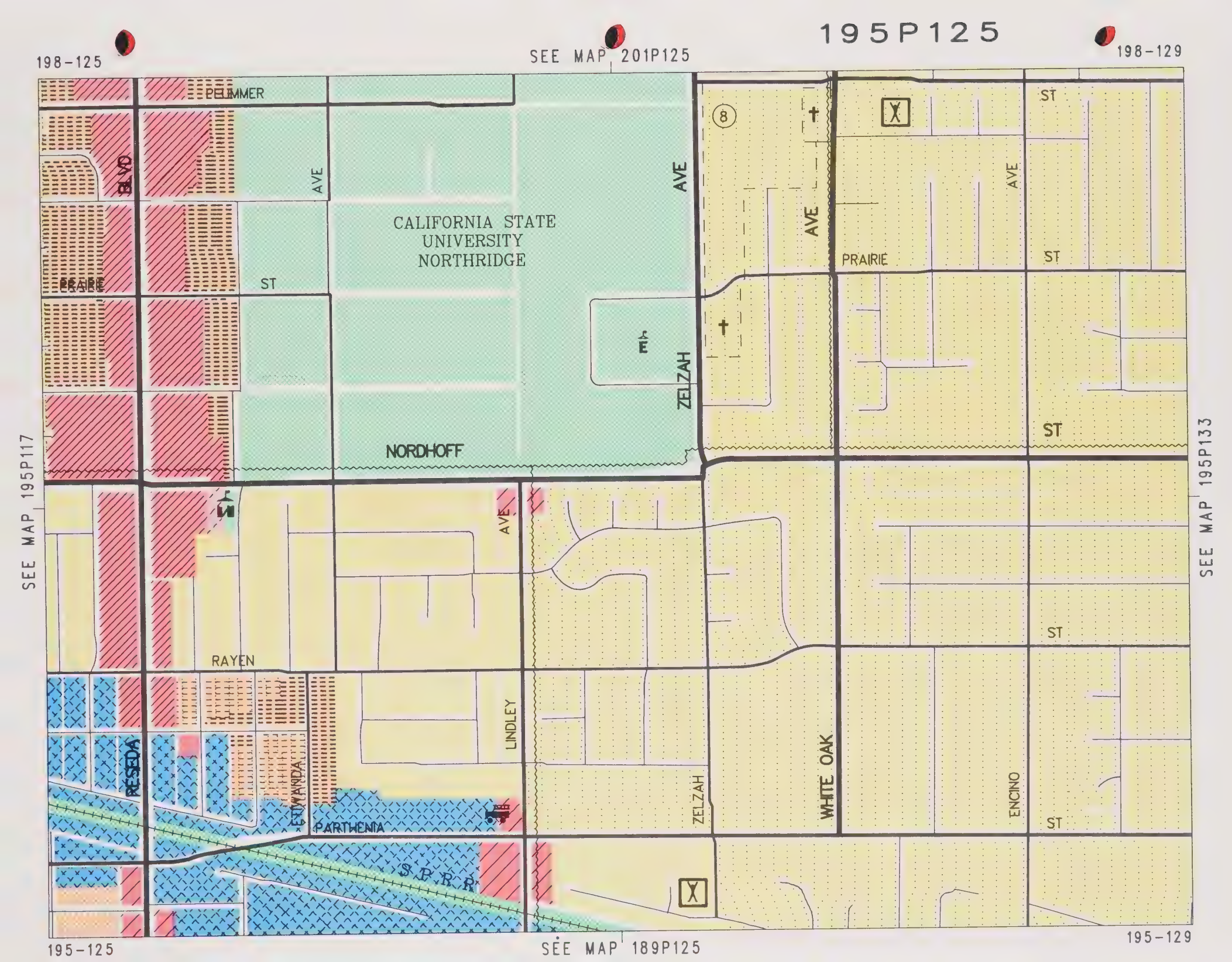


201-133

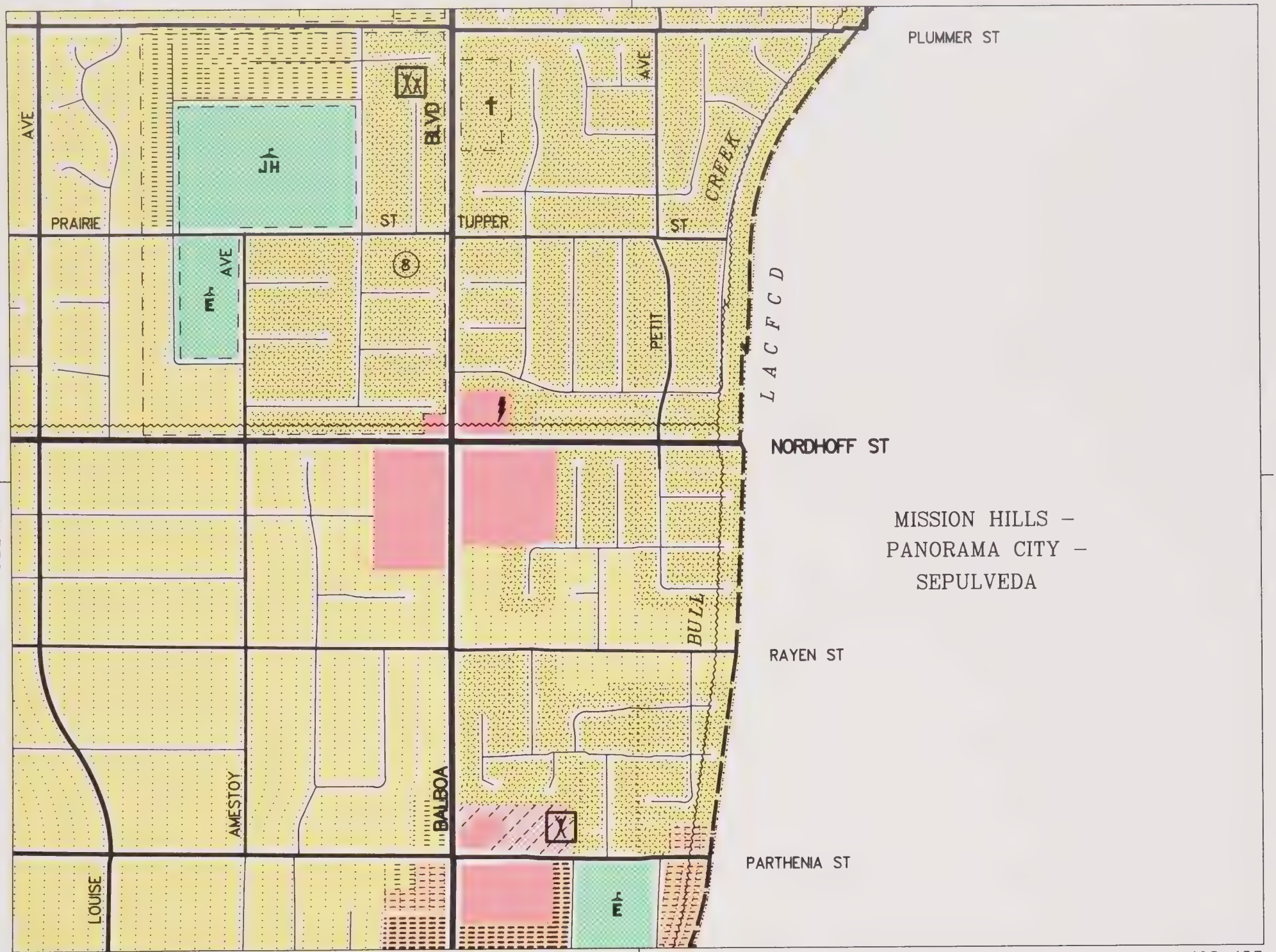
SEE MAP 195P133

201-137


195P117
198-117
SEE MAP 201P117
198-121
PLUMMER ST
CHATSWORTH –
PORTER RANCH
NORDHOFF ST
PARTHENIA ST
TAMPA AVE
AVE
AVE
AVE
AVE
L A C F C D
CANYON CREEK
ALISO
PRAIRIE ST
RAYEN ST
YOLANDA
SPRR
SPRR
VANALDEN
WILBUR
YOLANDA AVE
SEE MAP 195P125
195-117
SEE MAP 189P117
195-121


195P125
198-125
SEE MAP 201P125
198-129
PLUMMER
BLVD
AVE
CALIFORNIA STATE
UNIVERSITY
NORTHRIDGE
PRAIRIE
ST
ZELZAH
NORDHOFF
SEE MAP 195P117
SEE MAP 195P133
RAYEN
LINDLEY
RESEDA
ETIWANDA
PARTHENIA
WHITE OAK
ENCINO
SPRR
195-125
SEE MAP 189P125
195-129

198-133
SEE MAP 201P133
198-137



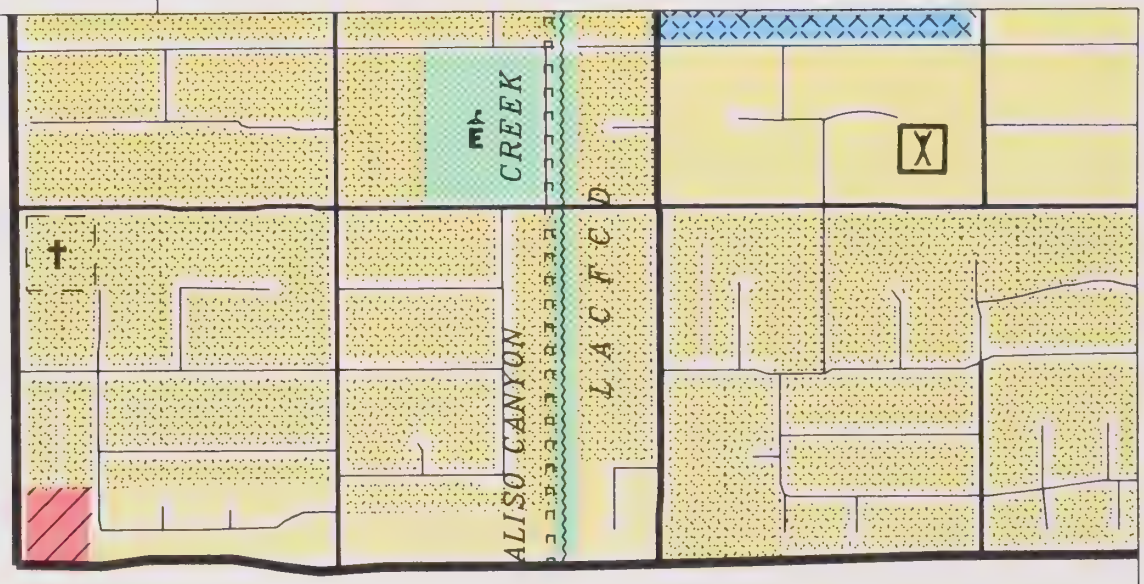
SEE MAP 195P125

195-133
SEE MAP 189P133
195-137

192-117

SEE MAP 195P117

192-121



CHASE ST

CHATSWORTH -

PORTER RANCH

ROSCOE BLVD

TAMPA AVE

VANALDEN AVE

WILBUR AVE

YOLANDA AVE

SEE MAP 189P125

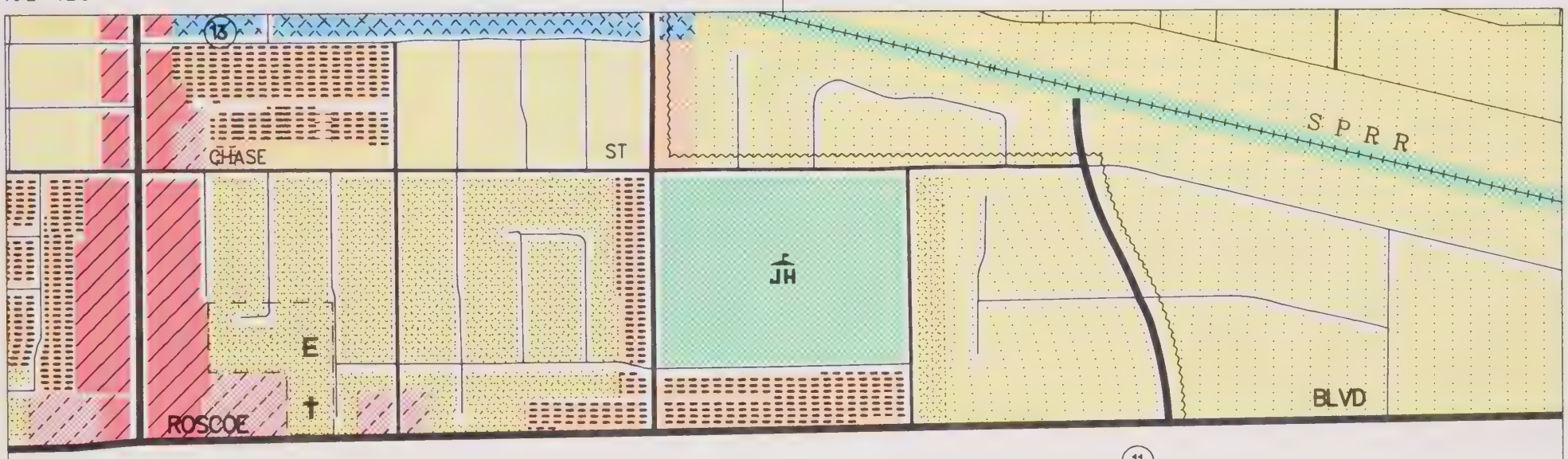
TRANSPORTATION STUDY CORRIDOR

RESEDA - WEST VAN NUYS

189-117

189-121

192-125
SEE MAP 195P125
192-129



SEE MAP 189P117
SEE MAP 189P133

RESEDA BLVD
ETIWANDA AVE
LINDLEY AVE
ZELZAH AVE
WHITE OAK AVE

TRANSPORTATION STUDY CORRIDOR

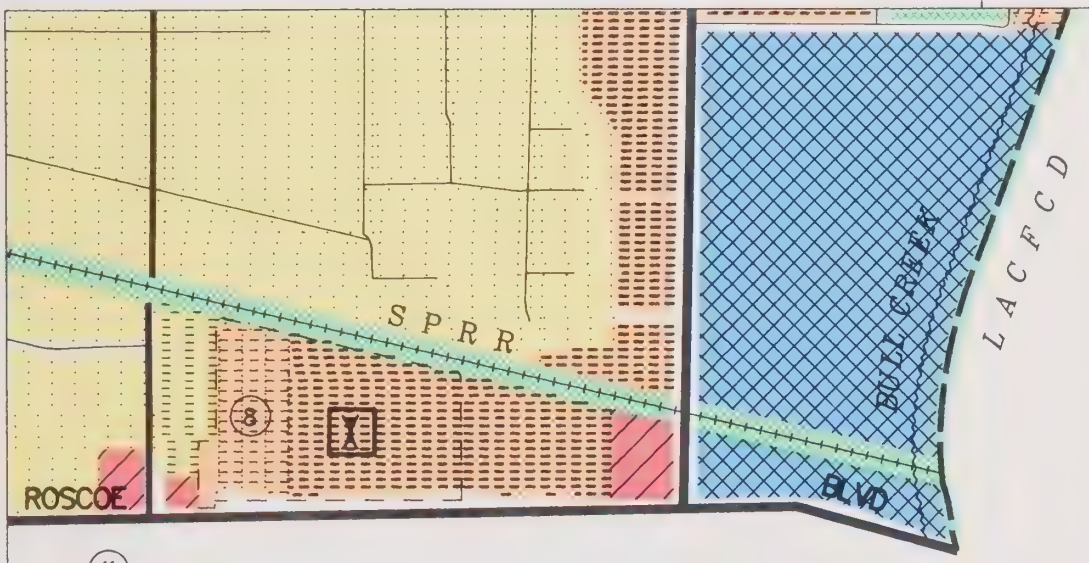
RESEDA - WEST VAN NUYS

189-125
SEE MAP 183P125
189-129

192-133

SEE MAP 195P133

192-137



MISSION HILLS –
PANORAMA CITY –
SEPULVEDA

LOUISE AVE

BALBOA BLVD

SEE MAP 189P125

RESEDA – WEST VAN NUYS

189-133

189-137

FOOTNOTES

1. Corresponds to Height District 1.
2. Gross acreage includes streets.
3. RD6 Zone permits apartments and attached housing.
4. Local Streets are not a part of this plan, and are shown for reference only.
5. Boxed symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service-Systems Element of the General Plan.
6. Uses shall be limited to three stories or 45 feet (Height District 1VL).
7. Commercial uses intended to be limited to six stories (Height District 1L).
8. The use of the Residential Planned Development ordinance is encouraged. However, this does not preclude development through conventional subdivision process.
9. When the use of property designated as "open space" (e.g. recreation, environmental protection, public school site) is proposed to be discontinued, the proposed use shall be approved by appropriate decision-makers through a procedure similar to a conditional use. The decision makers shall find that the proposed use is consistent with the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
10. Unless this property is developed with frontage on an interior street, a frontage road should be required.
11. Refer to Plan text, "Circulation Standards and Criteria", for policy concerning these highways.
12. These routes are tentative and will be subject to further planning and investigation
13. Property located at northwest corner of Napa St. and Darby Avenue (See CPC 86-631 ZC/GPA) is the only site on plan designated for Commercial Manufacturing uses.

LAND USE

RESIDENTIAL [1]

LOW DENSITY	CORRESPONDING ZONES
MINIMUM	A1,A2,RE40
VERY LOW I	RE20,RA
VERY LOW II	RE15,RE11
LOW I	RE9,RS
LOW II	R1

MULTIPLE FAMILY	CORRESPONDING ZONES
LOW MEDIUM I	R2,RD6,RD5, RD4,RD3
LOW MEDIUM II	RD2,RD1.5
MEDIUM	R3

COMMERCIAL

LIMITED [6]	CR,C1,P
HIGHWAY [6] ORIENTED	C2,C1,CR,P
NEIGHBORHOOD [6]	C4,C2,C1,CR,P
COMMUNITY [7]	C4,C2,CR,P,PB

INDUSTRIAL [8]

LIMITED	CM [13],M1,MR1,P
LIGHT	M2,MR2,P

PARKING

PARKING

OPEN SPACE,PUBLIC/ QUASI-PUBLIC

OPEN SPACE [9]

CIRCULATION

- Freeway
- Major Highway
- Secondary Highway
- Collector Street
- Local Street [4]
- Railroad
- Bikeway [12]
- Equestrian Trail

SPECIAL BOUNDARY

- Quasi-Public or Residential Planned Development Boundary

NOTES:

- Proposed [5]

SERVICE SYSTEMS

SCHOOL SITES

- E — Elementary School
- JH — Junior High School
- SH — Senior High School
- JC — Junior College
- E JH SH — Private Schools

RECREATIONAL SITES

- Neighborhood Park
- Community Park

OTHER FACILITIES

- Community Library
- Fire Station
- Police Station
- Health Center / Medical Facility
- P.O. — Post Office
- Maintenance Facility
- Refuse Collection
- Religious Institutions
- Power Receiving Station
- Power Distribution Station

SCALE: 1 IN = 800 ft

N

SUMMARY OF LAND USE

LAND USE

RESIDENTIAL [1]	DWELLING UNITS [2] PER GROSS ACRE	CORRESPONDING ZONES
Minimum	.5 to 1	A1, A2, RE40
Very Low I	1+ to 2	RE20, RA
Very Low II	2+ to 3	RE15, RE11
Low I	3+ to 5	RE9, RS
Low II	5+ to 7	R1
Low Medium I	7+ to 12	R2, RD6, RD5, RD4, RD3
Low Medium II	12+ to 24	RD2, RD1.5
Medium	24+ to 40	R3

SINGLE FAMILY HOUSING	
Total Acres	4,480
% of Total Area	73
Dwelling Unit Capacity	13,270
Population Capacity	43,800

MULTIPLE FAMILY HOUSING	
Total Acres	402
% of Total Area	6
Dwelling Unit Capacity	10,130
Population Capacity	24,300

TOTAL RESIDENTIAL	
Total Acres	4,882
% of Total Area	79
Dwelling Unit Capacity	23,400
Population Capacity	68,100

COMMERCIAL			
Limited Commercial [6]	CR, C1, P	Acres	13
		% of Total Area	0
Highway Oriented [6]	C2, C1, C5, P	Acres	93
		% of Total Area	2
Neighborhood & Office [6]	C1, C2, P	Acres	102
		% of Total Area	2
Community [7]	C2, P	Acres	82
		% of Total Area	1

TOTAL COMMERCIAL	
Acres	290
% of Total Area	5

INDUSTRIAL			
Limited	CM [13] M1, MR1, P	Acres	73
Light	M2, MR2, P	% of Total Area	1
Parking Buffer	P,PB	Acres	102
		% of Total Area	2

TOTAL INDUSTRIAL	
Acres	175
% of Total Area	3

OPEN SPACE [9]

Open Space (See General Plan/Zoning Consistency Notes) (Recreation, Environmental Protection or Public School Site, etc.)

TOTAL OPEN SPACE	
Acres	793
% of Total Area	13

TOTAL ACRES	6,140

Footnotes may be found on map Legend page

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C124896769

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Mason Dooley, Photography